

February 2004

WisDOT Green Bay Transportation District



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Claude Allouez Bridge Public Hearing

The Wisconsin Department of Transportation (WisDOT), along with its consultants, recently finished the Environmental Assessment for the Claude Allouez Bridge project in De Pere.

With the completion of the Environmental Assessment, a Public Hearing has been scheduled for:

Saturday, February 28, 2004

1:00 - 4:00 p.m.

**De Pere High School
1700 Chicago Street, De Pere**

Written comments will also be accepted and can be submitted to:
WisDOT Green Bay Transportation District
P.O. Box 28080
Green Bay, WI 54324-0080

Written comments will be accepted if postmarked by March 15, 2004.
Written statements may also be submitted electronically to charles.karow@dot.state.wi.us.

The Environmental Assessment is available for review on the WisDOT Web site at www.dot.wisconsin.gov/projects/d3/claude/draft.htm. Printed copies of the Environmental Assessment report can be viewed at the Kress Family Library at 333 N. Broadway in De Pere and at De Pere City Hall at 335 S. Broadway.

The report is also available on compact disc. Requests for CD copies should be made to the WisDOT Green Bay Transportation Office.

Claude Allouez Bridge Project Q&A

Q. What's the current status of the Claude Allouez Bridge project?

A. The Environmental Assessment was recently completed and approved by the Federal Highway Administration. A public hearing will be held February 28, 2004 before a decision is made on the final plan for the bridge replacement project.

Q. What options are still under consideration?

A. Two options are still being considered: one four-lane bridge or two two-lane bridges carrying one-way traffic in each direction.

Q. Why was an environmental assessment needed?

A. The National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4332, as amended) directs all federal agencies to use a systematic, interdisciplinary approach during planning and decision making whenever proposed actions would have a potential impact on the environment.

Q. What did the environmental assessment recommend?

A. The environmental assessment does not include a recommendation. The report assessed the impact of the two options and found that while the two alternatives have differing impacts on the area, both options are viable.

Q. How can members of the public review the environmental assessment report?

A. The environmental assessment can be viewed on the WisDOT Web site at www.dot.wisconsin.gov/projects/d3/claude/draft.htm. The report is also available in paper form at De Pere City Hall and at the Kress Family Library. CD copies of the environmental assessment can be requested at the WisDOT Green Bay Transportation Office

Q. Who will make the final decision on the Claude Allouez bridge project?

A. The Wisconsin Department of Transportation (WisDOT) is responsible for making the final decision on the new bridge location. WisDOT will consider public input, as well as the recommendation of the City of De Pere, in making the final decision.

Q. How can members of the public voice their opinions on the bridge project?

A. Input will be taken at a Public Hearing that will take place on February 28, 2004, 1-4 p.m., at De Pere High School, 1700 Chicago Street.

Q. Can members of the public submit written comments if they cannot attend the Public Hearing?

A. Written comments may be submitted to the Wisconsin Department of Transportation at P.O. Box 28080, Green Bay, WI 54324-0080. Written comments must be postmarked by March 15, 2004.

Written statements may also be submitted electronically to charles.karow@dot.state.wi.us.

Q. What is the cost of each bridge alternative?

A. The total project cost for the single bridge is estimated at \$15.22 million, with the city's share estimated at \$2.25 million. For the two bridge alternative, the total project cost is estimated at \$16.78 million, with the city's share estimated at \$2.37 million.

Q. What impact will the project have on traffic operations?

A. In general, the single bridge alternative improves traffic operations in the Broadway corridor to a greater extent than does the two-bridge alternative.

Q. What impact will the project have on the existing businesses along Broadway?

A. Business relocation and right-of-way acquisition will vary depending on the alternative selected, although both alternatives require the acquisition and relocation of a restaurant.

With the single bridge alternative, a bowling alley and newspaper operation will also need to be acquired due to the need for a right turn lane on the southbound approach to the Charles Street and Broadway intersection.

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Architect Enlisted for Bridge Design

Architect David Kahler has been hired by Wisconsin Department of Transportation and the city of De Pere to develop design concepts for the Claude Allouez Bridge project.

For more than 25 years, Kahler

headed Kahler Slater, a Milwaukee architectural firm. As a leading design force in Wisconsin, Kahler's imprint can be seen on many state landmarks, including the Milwaukee Art Museum, the Pettit National Ice Center, Haggerty Art

Museum and the restoration of the Wisconsin State Capitol.

Kahler is expected to develop three potential concepts for the new bridge across the Fox River.

(Continued from page 2)

Q. What impact will the project have on the existing businesses along Charles Street and Wisconsin Street?

A. Both alternatives require the acquisition of a gas station, dental office, jewelry store and possibly a worship center.

Q. What impact will the project have on the parking and sidewalks along Broadway?

A. With the single bridge alternative there will be four traffic lanes between Charles Street and James Street. As a result, there will be adequate room for both a single parking lane along the east side of the roadway for the entire corridor, as well as adequate sidewalks.

With the two bridge alternative, five lanes of traffic will be required due to the need for westbound turn lanes at the George Street intersection. The limited space between the storefronts will impact the final make up of the parking lanes and sidewalk widths.

Q. What impact will the project have on the historic resources along Broadway?

A. There are a number of historic

resources along Broadway, which have been determined to be eligible for the National Register of Historic Places. None of these resources will be adversely impacted.

Q. What impact will the project have on pedestrian/bicycle traffic?

A. The project will enhance pedestrian/bicycle movements. Bicycle lanes will be provided across the proposed bridge(s). Specific sidewalk facilities will be dependent on the alternative selected.

Q. Is there a difference in impact on the St. Norbert College Campus, depending on the preferred alternative selected?

A. The impact of the project on the SNC campus will be virtually the same for each alternative.

Q. What impact will the project have on the visual character of the river?

A. A single structure will have a lesser impact on the visual character of the river than will two separated structures.

Q. What is the impact of each bridge alternative on navigation?

A. Both alternatives call for the lift span to be eliminated and the minimum vertical clearance will match or

exceed 23-foot clearance on upstream structures at Wrightstown and Kaukauna.

Q. What is the impact of each bridge alternative on contaminated sediment?

A. The impact of both alternatives will be generally the same. Contaminated sediment deposits have been identified south of the dam. Contaminated materials removed during pier construction will be deposited in a Confined Disposal Facility.

Q. What is the impact of each bridge alternative on overall project timeframe?

A. A complete analysis of the construction phase has not yet been completed. With project bids let in July 2005, the single bridge alternative is projected to open to traffic in fall of 2006. With the two bridge alternative, the first bridge would open to traffic in fall of 2006 and the second bridge open to traffic in the spring or summer of 2008.

Q. When will construction of a new bridge begin?

A. Work on a new bridge is scheduled to begin in Fall 2005.

History of Claude Allouez Bridge Project

1996 - Brown County Comprehensive Transportation and Land-Use Plan recommends expansion of the bridge to four-lanes.

1997 - City of De Pere forms Ad-Hoc Planning Committee to investigate alternatives.

1997 - City of De Pere's Ad-Hoc Planning Committee identifies project purpose, list of goals, and seven preliminary alternatives.

1998 - Traffic engineering study conducted on the seven preliminary alternatives.

1998 - Traffic engineering study completed. Alternatives reduced to three.

1999 - Environmental assessment of the three feasible alternatives and the no build alternative is begun.

March 2002 - Updated structural condition evaluation completed.

April 2002 - Referendum on whether the city of De Pere should rebuild or repair but retain a two-lane bridge on the existing site. De Pere voters denied the referendum.

May 2002 - City of De Pere forms

Ad-Hoc Bridge Planning Advisory Committee to advise WisDOT as it develops and revises the alternatives being considered for the replacement of the existing bridge.

January 27, 2004 - Environmental assessment completed and approved by the Federal Highway Administration (FHWA).

February 28, 2004 - Public Hearing on Claude Allouez Bridge project.

Claude Allouez Bridge Project

Public Hearing

Saturday, February 28, 2004

1:00-4:00 p.m.

De Pere High School

1700 Chicago Street, De Pere

WisDOT Green Bay
Transportation District

Claude Allouez Bridge Update
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A newsletter published by the Wisconsin
Department of Transportation to keep citizens informed.